

# Green Travel Plan

## WSU - Indigenous Centre of Excellence

**State Significant Development No. 64916225**

Prepared for Western Sydney University c/o JCB Architects

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Prepared by  
TTW (NSW) PTY LTD



Ivan Ip  
Traffic Engineer

Reviewed by  
TTW (NSW) PTY LTD



Michael Babbage  
Associate

Approved by  
TTW (NSW) PTY LTD



Michael Babbage  
Associate

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# Section 1 Introduction

## 1.1 Overview

A Green Travel Plan (GTP) is a way to sustainably manage the transport needs of employees and visitors to a development, and to shift travel behaviour over the long term to achieve more sustainable travel practices. The aim of the plan is to reduce the environmental impacts of travel to and from the site, and to provide a clear plan of management for vehicle and pedestrian movements within and around the site.

This preliminary GTP accompanies an Environmental Impact Statement (EIS), pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act), in support of a State Significant Development Application (SSDA) for the construction and operation of the proposed WSU Indigenous Centre of Excellence (WSU ICoE) (SSD-64916225) located at 171 Victoria Road, Parramatta.

This report addresses the Secretary’s Environmental Assessment Requirements (SEARs) issued for the project, as shown in Table 1.

Table 1: Response to SEARs

Issue and Assessment Requirements	Section Reference
Measures to promote sustainable travel choices for employees, residents, students and visitors, such as:	
connections into existing walking and cycling networks,	Section 3.1
minimising car parking provision,	Section 3.4
encouraging car share and public transport,	Section 3.2 and Section 3.5
providing adequate bicycle parking and	Section 3.1
high quality end-of-trip facilities, and	
implementing a Green Travel Plan.	Section 3, Section 4 and Section 5

For the purposes of this SSDA submission, this GTP is preliminary in nature, intended to be dynamic and a response to the future operation of the site. This Preliminary GTP has been prepared for the ICoE SSDA, but is intended to consider campus-wide travel behaviour for all of WSU Parramatta South. It is anticipated that this GTP for the ICoE will be developed into a more comprehensive and detailed GTP prior to the operational commencement of the new development.

## Section 2     Transport Goals

### 2.1     Guiding Principles

The overall principles guiding this GTP are:

- To reduce carbon emissions and the environmental impact of travelling to and from the site.
- To improve road safety and decongest road networks around the site.
- To develop strategies which are targeted to different types of events rather than a generic strategy.
- To adapt to changing infrastructure and transport provisions in the local area over time.
- To monitor and evaluate transport operations and revise as required to achieve continual improvement.

### 2.2     Mode Splits

#### 2.2.1     Typical Day Mode Split

The anticipated travel demands and targets for the project are estimated as shown in Table 3. These calculations have been derived from existing campus-wide travel behaviour for the whole of WSU Parramatta documented in Section 2.8.1 of the TAIA, as well as considerations of the existing and proposed transport provisions in the area. As summarised in Table 2, additional users generated as a result of the ICoE development is estimated to be 110, which increases the campus-wide population from the existing 3,500 to 3,610, during typical weekday operations. Applying the existing and future travel mode splits to the expected campus population results in the travel demand volumes for each mode of transport as documented in Table 3.

In the immediate future post-development, this proposal seeks to achieve a net zero parking demand so that any future traffic generated by the ICoE would be offset by overall reductions in campus-wide private vehicle use. This assessment scenario is based purely on existing transport provisions, and therefore does not rely on the PLR operation. The new Parramatta Light Rail (PLR) is scheduled to open before construction on the Indigenous Centre of Excellence begins. WSU is working with Transport for NSW to develop a strategy and initiatives for modal shift that will reduce the need for car parking across the site. Patron data from the PLR will help to inform future campus transport planning. Furthermore, measures proposed in this GTP and broader strategic travel initiatives by the University can further encourage the uptake of active travel modes such as walking and cycling.

The mode splits and travel demand volumes shown in Table 3 are for the weekday scenario, for the typical population on Monday to Friday. As summarised in Table 2, the typical occupancy levels at the ICoE is estimated to be 110 additional users to the site, which results in an increase from an existing campus population of 3,500 up to 3,610 following the development, ICoE is also proposed to organise day, night and weekend events, refer to the subsequent section for analysis of said proposal.

Table 2: ICoE Occupancy Levels

Operating Times	Total Users	<u>Additional</u> Users
Monday to Friday (9am-6pm)	837	110
Saturday to Sunday (9am-1pm)	347	302
Day Event (6x a month)	1,437	710
Night/Weekend Event (4x a month)	1,233	1,188

**Table 3: Campus-Wide Mode Split Target for the Project on a Typical Day**

*Note: totals may not add exactly to 100% due to rounding*

Travel mode	Existing		Post-development Future		Long Term	
	%	#	%	#	%	#
Walk	3.0%	105	3.1%	111	5.1%	184
Bicycle	0.0%	0	0.0%	0	2.3%	83
Light rail + Shuttle bus	48.0%	1,680	49.1%	1,771	52.5%	1,895
Public bus	5.0%	175	5.1%	184	3.5%	126
Park & ride	2.0%	70	2.0%	74	2.0%	74
Car only*	42.0%	1,470	40.7%	1,470	34.6%	1,248
<b>Total</b>	<b>100%</b>	<b>3,500</b>	<b>100%</b>	<b>3,610</b>	<b>100%</b>	<b>3,610</b>

\*'car only' refers to the number of people utilising private vehicle, which includes people who carpool, **not** the number of vehicles driving on campus.

## 2.2.2 Event Days Mode Split

The subject development is expected to organise regular events that generate larger volumes of people compared to typical day-to-day operations. This includes day events occurring 6 times per month, and night / weekend events occurring 4 times per month, with the occupancy levels as shown in Table 2.

The travel demands during events have been calculated and summarised in Table 4. The travel demands are based on the estimated future mode splits from Table 2 including the mode shift of 1.3% away from car usage and applying these to the peak event population of 1,437 additional users at the ICoE, or a total of 4,937 users at the whole campus. However, this assumes that the event occurs on a typical weekday on top of the existing 3,500 campus population. It is likely that these sorts of events (such as a theatre production or gallery exhibition) would occur on the weekend or out-of-hours, where campus activities are significantly less than during the week.

The travel demand generated during events is expected to be suitably accommodated due to the following:

- Similar to the above, the existing and proposed improvements to the active and public transport network around the university will reduce car usage.
- This includes the new PLR which is expected to pick up a significant proportion of current shuttle bus usage.
- Relatively high levels of car park vacancy observed through a study of historical usage of the university's on-site car parks.
- Overflow parking provisions at the Parramatta North campus of WSU to be used for events.
- Implementation of this Green Travel Plan for ICoE events to promote sustainable travel.

**Table 4: Travel Mode Splits on Event Days**  
*Note: totals may not add exactly to 100% due to rounding*

Travel mode	Existing		Post-development Future		Long Term	
	%	#	#	%	#	%
Walk	3.0%	105	3.1%	131	5.1%	215
Bicycle	0.0%	0	0.0%	0	2.3%	97
Light rail + Shuttle bus	48.0%	1,680	49.1%	2,067	52.5%	2,210
Public bus	5.0%	175	5.1%	215	3.5%	147
Park & ride	2.0%	70	2.0%	84	2.0%	86
Car only*	42.0%	1,470	40.7%	1,713	34.6%	1,455
Total	100%	3,500	100%	4,210	100%	4,210

\***car only** refers to the number of people utilising private vehicle, which includes people who carpool, **not** the number of vehicles driving on campus.

## Section 3 Strategies and Procedures

This section outlines proposed developments, any relevant strategies and procedures that stimulate the use of non-private vehicle modes of travel in order to achieve the target mode shares as listed in Table 3. Notably, encouraging the use of the currently-under-construction Parramatta Light Rail, WSU Shuttle Buses, and any nearby Public Transport.

Therefore, it is suggested that this GTP be read in conjunction with the Transport and Accessibility Impact Assessment (TAIA). The TAIA provides information regarding transport operations and travel behaviour at a campus-wide level, and specifics of any proposed non-car-related facilities. Such information allows a better understanding of how and why the following strategies are feasible and could be achieved over time.

### 3.1 Prioritise Active Travel Movements and Access

Active transport modes such as walking and cycling should be priorities, thus movement and access to these modes would be favoured over vehicular travel modes, encouraging safe usage whilst accommodating the increased demand. As part of this approach, continuous footpaths will be provided in the vicinity connecting the development's pedestrian access and Fifth Street.

For the ICoE project, new facilities will be provided for cyclists, including 28 bicycle parking spaces, 9 locks, and 10 shower / change areas spread across the ground floor and upper levels.

Furthermore, a pedestrian footpath link connecting the campus to Parramatta Light Rail's Active Transport Link (ATL) has been approved (see Section 2.3 of TAIA). Such proposal encourages walking and cycling to the site as it provides better connectivity between ICoE, ATL and the neighbouring light rail.

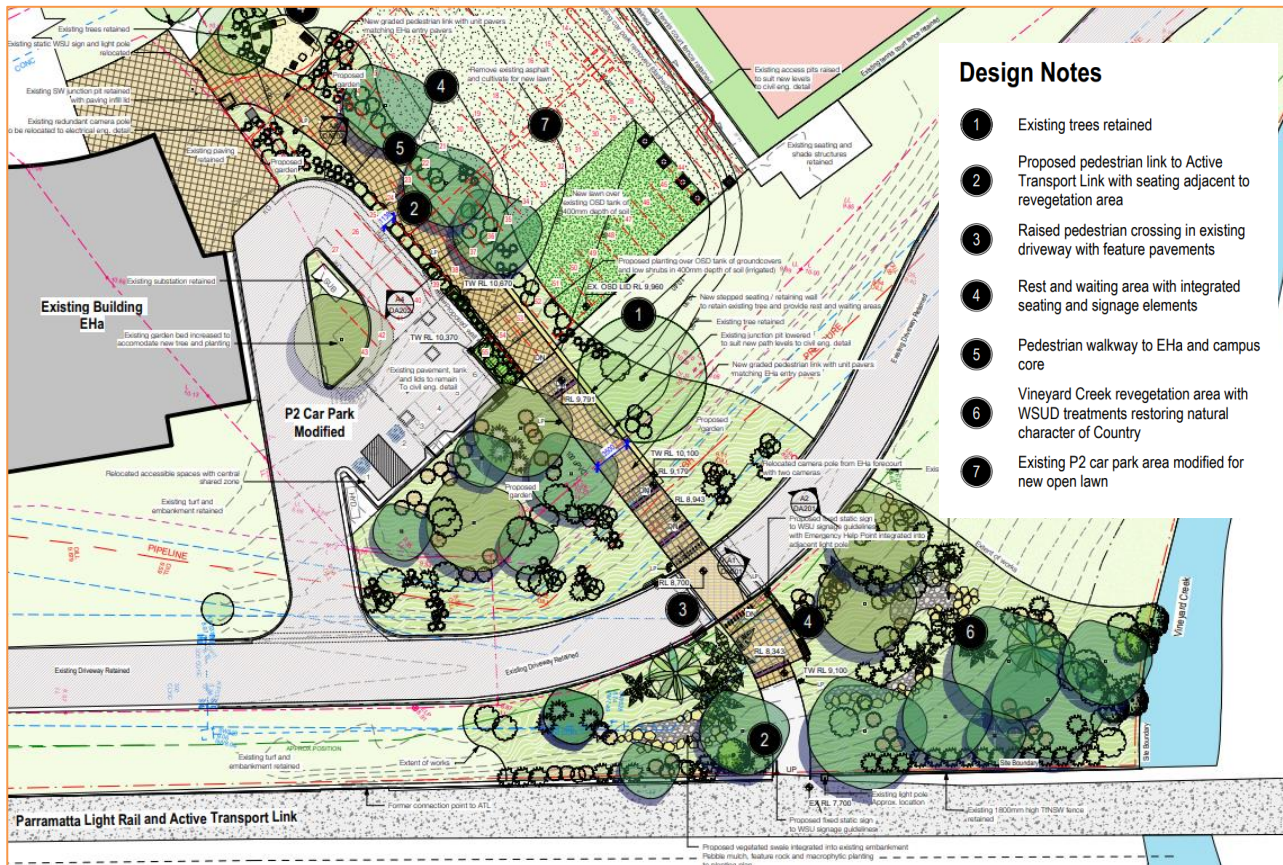
### 3.2 Public Transport

As documented in Section 2.5 of the TAIA, the site is well-served with several public transport options: a number of bus stops are available within a 3 – 8-minute walk from the site, and most walking routes are well-equipped with signalised crossings and footpaths; the nearby Parramatta Light Rail, with its closest stop (Yallamundi Station), is also located approximately a 5-minute walk from the site.

The university should remain up to date with any proposed plans by Council or TfNSW to increase the public transport services as demand increases and the local area goes through future development. If the current public transport services are not meeting the demand, the university may consult with Council and TfNSW about potential upgrades to the offered services, such as increasing bus frequencies during peak hours, to further encourage the use of public transport.

To improve accessibility to Yallamundi station and the ATL corridor, an approved DA is in place (*DA/346/2022*) for a new pedestrian footpath link connecting the Parramatta South campus to the ATL at the eastern boundary of the university. The works are shown in Figure 1.





**Figure 1: Eastern Boundary Pedestrian Link Landscape Plan**

Source: Taylor Brammer (DA100 [A], 01/04/2022)

### 3.3 Shuttle Buses

The existing shuttle bus services at WSU Parramatta services between its City, North and South campuses. As shown in Table 3 and Table 4, nearly half of the campus' population utilises shuttle bus service. As discussed in Section 4 of the TAIA, a significant proportion of shuttle bus users will shift to PLR, as both modes provide the same connection to Parramatta station. Hence it is expected that the travel demand for shuttle bus will decrease due to the uptake in PLR.

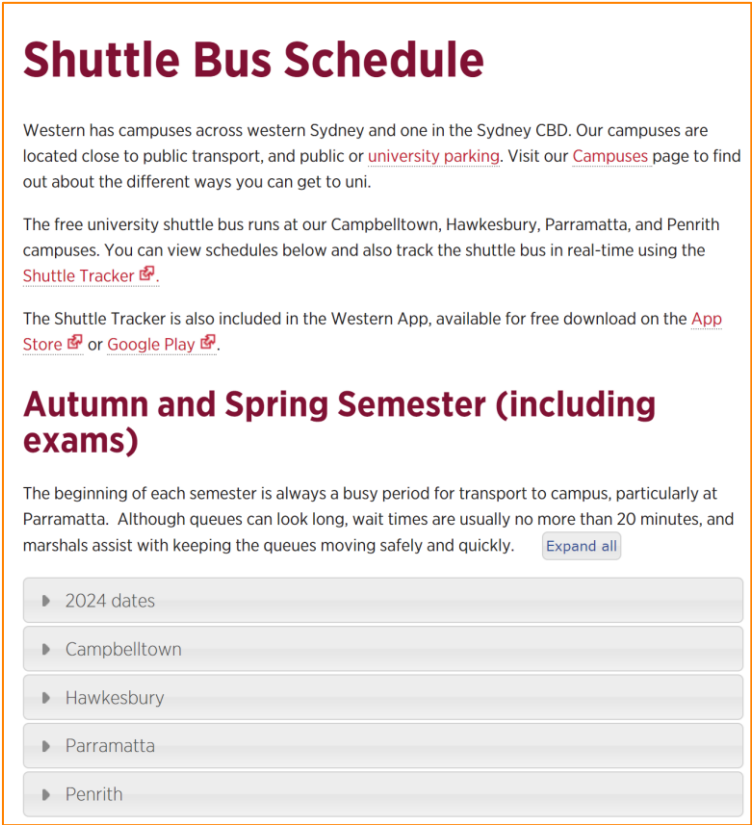
As shown in Figure 2, the university website currently provides detailed schedules throughout the academic year.

### 3.4 On-site Parking Restrictions

Proposed parking spots at ICoE are to be for Elders and accessible parking users only, or on occasion, event guests. This encourages students to utilise alternative transport modes, or park elsewhere on campus.

### 3.5 Carpooling

A strategy to encourage users to carpool, involving a pairing system that informs of other users who live in nearby areas or along their travel route. Initiating this system might involve a meeting to provide an opportunity for university members to discuss carpooling options. Alternatives such as the Liftango app may also be an option.



**Figure 2: Shuttle Bus Schedule on WSU website**  
*Source: Western Sydney University website*

**3.6 Event Travel Guidelines**

Event Travel Guidelines could be provided by the event organiser, or the university, for guests and visitors who are attending the facility in a one-off event. Travel guidelines could provide guidance on public transport usage to and from the site, or schedules of the aforementioned shuttle service.

These travel guidelines could outline and address items such as:

- Public transport options (e.g. PLR, bus schedules, timetables).
- Walking routes to and from the site, and the nearest public transport stops.
- The limited availability of on-site parking.
- Travel alerts of any known disruptions on the transport network (at a closer date to the event).
- Details of the shuttle service.
- Instructions for guests / visitors with specific transport needs (e.g., accessibility needs, deliveries).

Event travel guidelines could also be used to coordinate operational requirements such as the use of the loading dock.

**3.7 Managing Complex Transport Activities**

To ensure all travel modes operate smoothly and safely around the site and the precinct, any transport activities which are complex (e.g., loading trucks servicing to and from the site) or intensively used (e.g., cycling), should be actively managed by staff. A management system should be in place to ensure all travelling should be smooth, safe and efficient, regardless of the travel mode.

Section 4      Communications Plan

4.1      University Website

The WSU website, as shown in Figure 3, can be utilised to provide transport options. This can encompass comprehensive details about the centre’s active transport infrastructure, such as bicycle parking facilities. Moreover, a public transport guide could be included to incorporate insights into forthcoming government-planned public transport projects to encourage and promote public transport usage (such as the PLR or Sydney Metro West, where applicable to the WSU campuses).

Alternatively, a website dedicated for the ICoE could be set up in the future to provide such information.

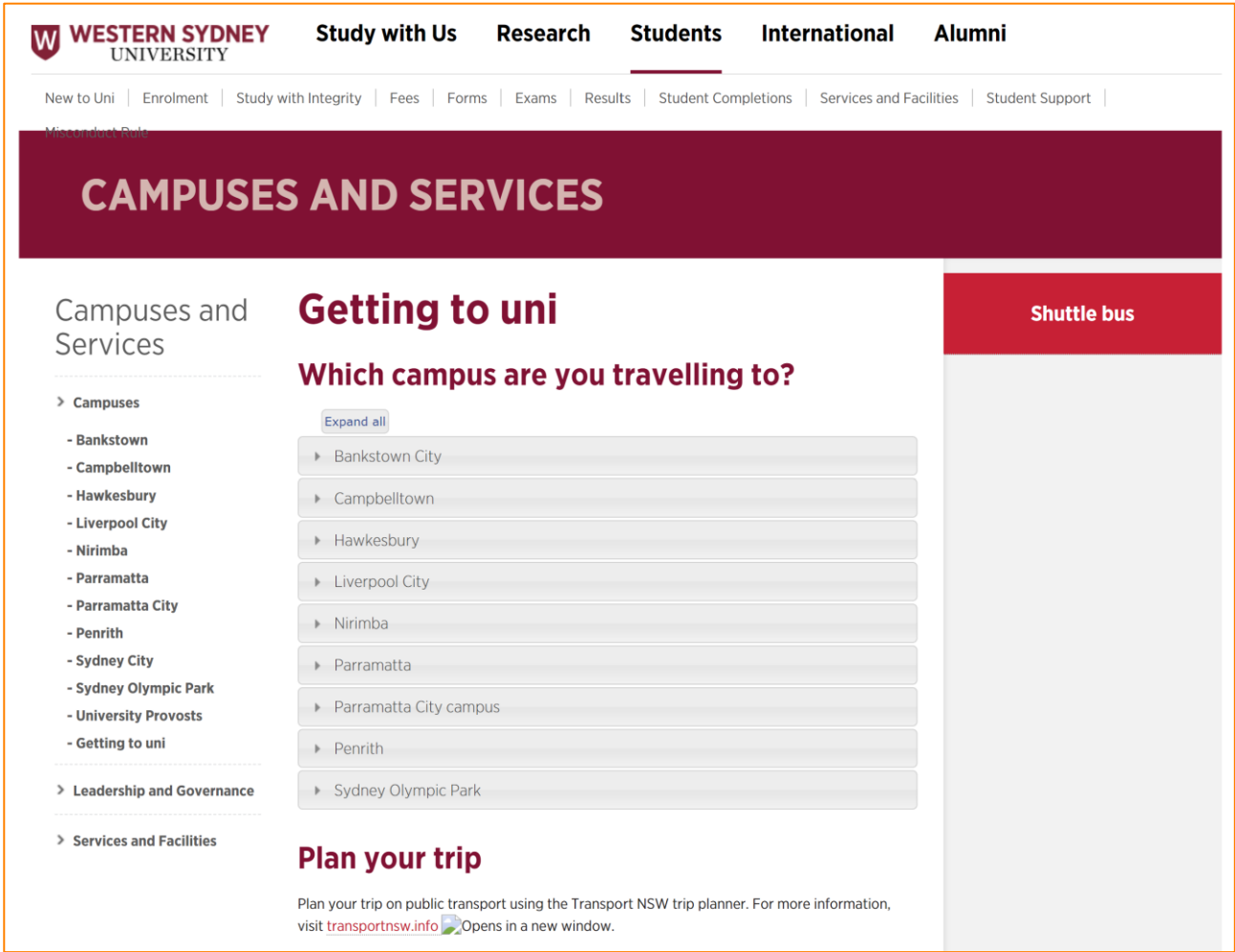


Figure 3: Example of Transport Information on University Website  
Source: Western Sydney University website





## Section 5 Data Collection and Monitoring

A key component of the GTP success is program evaluation and ongoing improvement. This section includes consideration of how the centre will be able to adaptively respond to meet the GTP goals over time.

### 5.1 Data Collection

It is recommended that the following data be collected periodically as required by the university:

- User travel demand
  - The travel modes of both regular users and one-off visitors should be regularly surveyed to better understand the shift in travel behaviour over time.
- Transport audits and travel data
  - When updating the GTP, spot checks for the car park capacity should be undertaken, to gain an understanding of trends in travel behaviour.
  - When updating the GTP, pedestrian movement counts should be undertaken at all pedestrian access points into the site, to accurately determine the spread of demand across the site.
- Transport events and initiatives
  - Where these events involve or are relevant to external authorities such as Council or TfNSW, consider consulting with these authorities about the types of data to be collected, or share data with them once collected.
- Digital communication strategies
  - Where available, data should be recorded on any available digital communication such as hit rates for travel articles on the university website, click-through of links provided through email or the university apps, or downloads of the Travel Access Guide.
  - Any digital communications that relate to specific events should also include (if possible) data collection that can correlate digital engagement to event attendance.

### 5.2 Program Evaluation

The data collected as outlined in Section 5.1 shall be used to evaluate the GTP performance as follows:

- Progress on mode share targets
  - The outcomes on regular surveys are to be reviewed against the travel targets put forward in the most current revision of the GTP at the time.
  - Where mode splits fall short of targets, initiatives and communications are to be reviewed in those areas. Targets could be shifted to other sustainable travel modes if appropriate (for example, low uptake of cycling could be better addressed with higher public transport targets).
  - Where mode splits have been achieved beyond the targets, these targets could be made more ambitious, and some resources may be able to be re-directed to other areas.
- Transport network and operations
  - Usage of rail, bus, and metro services should be closely analysed with information provided to TfNSW for review, if necessary. Services in high demand should be bolstered with additional services. Services with low demand may be able to be re-routed or adjusted to better suit the overall population.
- Car park occupancy
  - Usage of the car park is to be closely monitored (as described elsewhere in the GTP), in order to understand demand for on-site car parking across different types of events.

- Engagement with transport articles and links
  - Varying types of articles and links should be reviewed for engagement and success. For example, “bite-sized” pieces of information might have more engagement with particular audiences or content, and longer form “articles” may have success in different areas.

### **5.3 Documentation Updates**

This GTP, and other associated documentation (such as a TAG) are to be reviewed regularly and updated as required.

The review and update process shall include:

- Updating to reflect any travel-related changes in the local area such as bus services, new cycle routes or pedestrian crossings (this should occur as changes arise).
- Reviewing progress against the proposed mode share targets and update targets if required.
- Identifying any shortfalls in the GTP and updating sustainable initiatives and programs to address these shortfalls.
- Distributing an updated travel mode survey to all regular users. Collect data including residential postcodes to inform their origin.
- Consulting with regular users and the university to understand travel behaviours and any barriers and facilitators to shift to sustainable travel.
- Adjusting initiatives and targets based on the updated survey results and in response to any issues that may arise.